

# AUTOMOBILE NEWS AND GOSSIP

## AUTOISTS STILL BUSY WITH PLEASURE TRIPS

Motor Tourists of National Capital Enjoying Themselves These Warm Days—Next Big Automobile Show to Be Held in October.

There is going to be a new association formed, it is said, with the purpose of declaring war on the Automobile Dealers' Association of the District of Columbia. B. F. Washington, who was assistant secretary of the old club, is alleged to be at the head of the movement to project the new organization. As yet full details are not known.

John Wright, of 1331 Tenth street northwest, left Washington last Thursday in his new Wayne, 35-horsepower car for a trip to Boston and return. The jaunt is for pleasure alone and Mr. Wright and his guests said that they would stop at Baltimore, Havre de Grace, Wilmington, and Philadelphia, spending anywhere from an hour to a day in each place. The trip which Mr. Wright is taking necessitates his shipping his car across the Susquehanna river. The charge for the shipment is only \$1.50. The accommodations at Havre de Grace are so meager that often travelers who want to cross the river have good long waiting spells, as it has been the custom to telephone the engineer and fireman and get them out of bed before the trip can be made at night. Auto tourists, however, have proven so liberal that a call from them usually results in a hurried arrival of the train.

Hugh Wallis left Washington on Thursday morning on a trip to New England. From Washington Mr. Wallis went to Fredericksburg, thence to Gettysburg, Philadelphia, Atlantic City, Asbury Park, which he reached yesterday afternoon. From the New Jersey resort the tourist will make a run to Boston, passing through and possibly stopping off at New York city, Hartford, and Springfield.

Wallace C. Hood, manager of the Motor Car Company, who broke the world's record for 100 miles at the Belling race track on Decoration Day, is contemplating a trip to Hagerstown, Md. Mr. Hood will be accompanied by his wife and E. H. Johanson and Herbert Horne. The party will leave in time to meet the Glidden tourists at Hagerstown and will drive with them to Baltimore, the farthest point south that the contestants reach.

### Gill on a Trip.

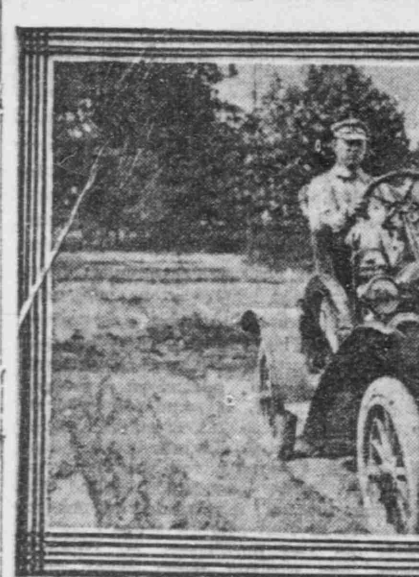
H. W. Gill, president of the Motor Car Company, is on a pleasure trip through Virginia. Mr. Gill departed from the National Capital on Friday. His objective point is the Jamestown Exposition. He will make a through run, stopping off at Fredericksburg and Richmond only to get his meals. The car he is utilizing for the run is a 60-horsepower Thomas runabout.

Thomas B. Ferguson, of 543 Fifteenth street northwest, is one of the most recent purchasers of automobiles. Mr. Ferguson bought from the Motor Car Company a 20-horsepower Stevenson-Duryea car and decided to give his machine a test. Last Sunday he started on a run to Buffalo. Mr. Ferguson will take in the towns in Maryland and western Pennsylvania, stopping in Pittsburgh for several days. From there he will resume his trip to the Bison City, where he will put in the remainder of the summer.

Two travelers have returned. They are Dr. Grafton D. P. Bailey and J. W. ("Bully") Fry. This pair, of heroes of the auto game hit the pike for Hartford week before last and got back last Monday. The trip was a howling success and not a single accident interfered with the schedule. Stops were made in Baltimore, Philadelphia, and New York, and they didn't miss anything in any town they visited.

How Fry got the nerve to go with the doctor is somewhat of a mystery. Last year they started for Baltimore together in the doctor's machine on a rainy night. On the way over Fry offered so much advice that the physician became weary of hearing it and just to show he could cut a few fancy capers steered Fry's side of the bubble buggy into every mud hole in the last twenty miles of the journey. The dirt had to be scraped off him with a crow bar when they reached the Monumental City and Fry swore he would never go autoing again.

C. C. Oodington, assistant traveling manager of the Buick Car Company of Flint, Mich., who was in Washington for over a week, left the city last Monday going to Richmond, where he arrived late the same night. Mr. Oodington, before he left, stated that he expected to be back in town by Sunday evening and would stop here for several days, registering at the Raleigh Hotel.



JAMES J. FLYNN DRIVING 20-HORSEPOWER MITCHELL CAR.

Makes Good Jaunt.

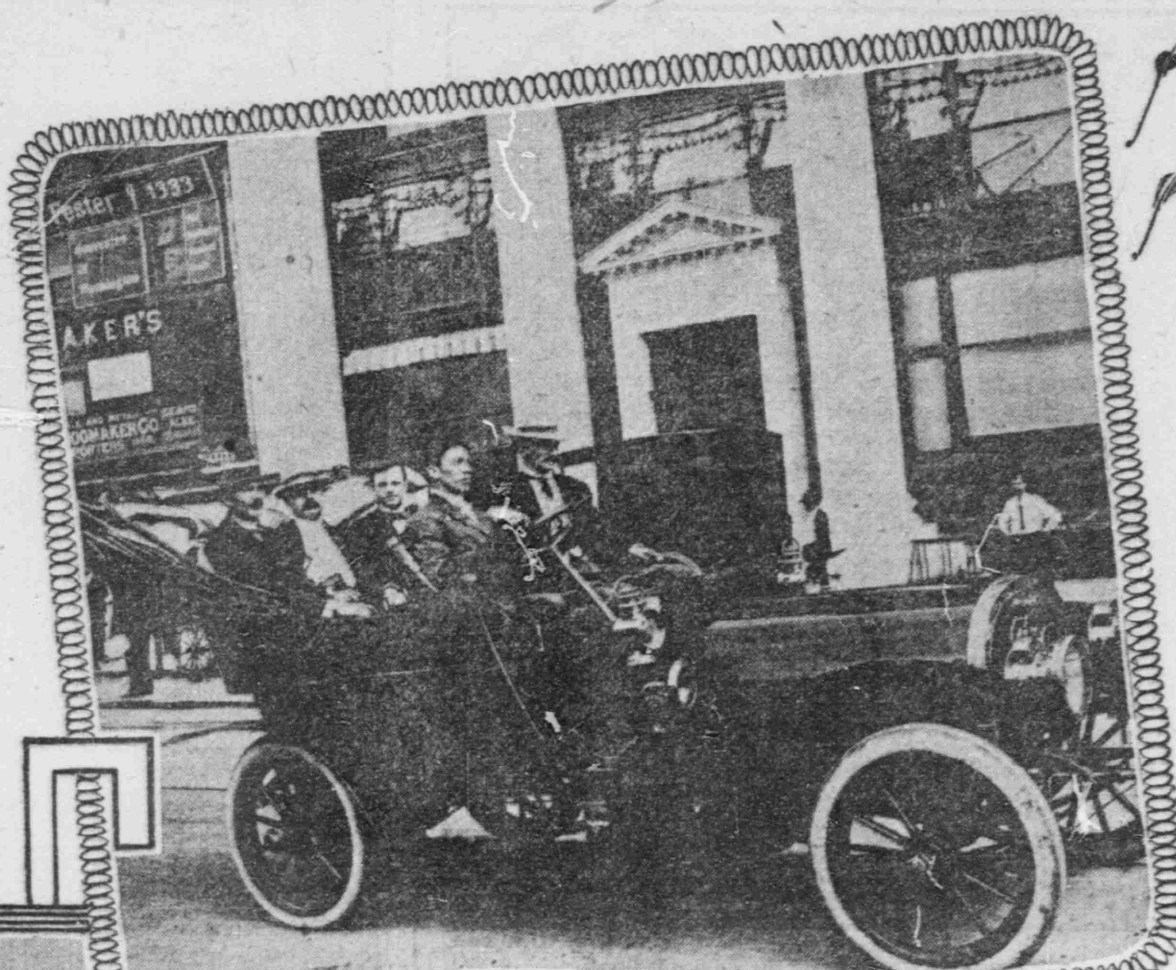
A 20-horsepower Mitchell runabout was given a good tryout last week when it was driven to Philadelphia and returned by James J. Flynn. The entire trip, 268 miles, was made at an average rate of thirteen and one-half miles per hour; twenty-six gallons of gasoline were used, the machine making an average of fourteen and one-sixth miles per gallon. There was only one delay en route, when a spark plug blew out, near Lancaster. The wear in the brakes was also taken up, but otherwise the car was untouched during the trip.

"Infant Industry," originally the politician's vote-catching election cry, and in a measure really indicative of something tangible, has become a household phrase throughout from coast to coast. The various "infants" of the several carefully nurtured industries have now become well advanced in years; yet we are compelled to pause in our mad haste for wealth and again stand by the cradle of another "infant," a youngster endowed with the promise of a long and useful life—the automobile industry.

As great oaks from acorns grow, so from an infinitesimally beginning, hardly ten years ago, the manufacture of the automobile has grown to proportions that have dumfounded the industrial world. And yet, in its infancy, the future seems destined to eclipse the most sanguine anticipations of the few who timidly cast their lot with the vicissitudes of motor-car construction.

Since the taking of the last census the

## WASHINGTON AUTO ENTHUSIASTS



New Car of Carter Company, Which Arrived Yesterday. Howard O. Carter at Wheel, and G. Garry Carter Accompanying Him in Front Seat. In Back Seat, From Left to Right Are Frank L. Carter, W. E. Berry, and F. Irving Engler.

detailed story of the phenomenal financial growth of this "infant" industry is beyond the limitations of this article, so great and far reaching has it been.

The growth in the character of auto construction has kept pace with the financial increase. From the small two-cylinder 8-horsepower cabs of Paris we find successive advancement to the four, six, eight, and even twelve-cylinder cars. With each step forward in the matter of power, various makers have kept pace in the building of heavier and more compact motors and size of cars. This growth has been of equal proportions upon both sides of the Atlantic. Aside from the fact of securing greater speed from a multiple of cylinders it has been clearly demonstrated that smaller engines with small stroke and bore are greatly superior to the larger motors of less cylinders.

And aside from speed cars equipped with motors of the multiple-cylinder type have by far the longer life and are easier to operate as well as more pleasant for the tourist. In the recent auto races at Detroit the six-cylinder cars completely walked away from those of only four cylinders, clearly demonstrating their superiority. In line with this theory the higher grade of French cars are now equipped with twelve cylinders and have resulted largely in placing those makes so favorably before the public. Another recent illustration of the prowess of the mul-

ti-cylinder car is the results shown in the English races, where a six-cylinder car averaged sixty to seventy-two miles per hour.

### Detroit Greatest Center.

The greatest automobile manufacturing center in this country is unquestionably Detroit, with Chicago and Milwaukee closely following. In Detroit alone there are twenty-nine factories, besides various assembling shops, in which are manufactured some of the finest of America's auto products. The advantages from a geographical, as well as shipping point of view, he'd by Detroit for the Middle West, are no greater than those with which the city of Washington is endowed from an Eastern standpoint. Owing to the severe encroachments upon the passenger traffic of the railroads the automobile is considered by them to be a competitor, and by reason of this fact shipment of cars from factories in the Middle West to the markets of the Atlantic seaboard is a heavy tax to both shipper and buyer. These conditions need not exist. Their amelioration is within the grasp of those interested in a Greater Washington. The Eastern field, together with that territory south of Mason and Dixon's line is well high inexhaustible.

### Still Far From Limit.

The field of auto construction is unlimited. It is not an exaggeration in enumerating the possibilities of the auto,

when we include fire and chemical engines, traction engines, ambulances, police patrols, mail vans, artillery vehicles, drays, and trucks, reapers, plows, and threshing machines. In the city of Paris they have successfully used the auto fire apparatus for a number of years, as well as in a number of suburban localities in this country. It is only a matter of time when their use will be universal. Even lawn mowers have been equipped and successfully used, as is evidenced by the machine operated upon the lawns of the United States Capitol building. It is thus evident that the touring car is but a small factor in the great field of auto construction. According to "Motor," the leading publication for the automobile industry, there are now over 3,000 agencies throughout the United States representing the various auto manufacturing concerns.

### Manufacturers Make Money.

The great automobile industry is not alone beneficial to the manufacturers of machines or they who may own them. The vast army of employees profit through high wages, the stockholders reap enormous dividends, and our country brethren are brought into closer touch with their city cousins. And further than this the expansion of the automobile that has resulted in the past, and will in the future to even a greater extent, in the construction of superior country roads and pikes, besides greatly advancing the value of suburban real estate.

That the acme of motor car perfection has been actually attained, is evident, if the handsome new 1908 model of the Carter two-engine touring car, now in this city, is any criterion. This new creation reached Washington yesterday, and will next week start for the Jamestown Exposition, where it will be placed as an exhibit in the machinery and transportation building.

The car is finished in bright red, black striped, with canopy, and is equipped with two 24-hp. Carrico gasoline engines, capable of maintaining a speed of seventy-five miles an hour. The car is actually the highest powered air-cooled touring stock car in the world, and glides along with the noiselessness of an electric machine. The general construction of the car is somewhat different from the 1907 model. The hood is small and neat in design, and while only one muffler was previously used, there are two upon the new car, placed in an elevated rear position. The entire mechanism of the machine is neatly raised without heightening the body of the car, which greatly increases its general attractiveness.

Another new and prominent feature is the unique appliance operating the acetylene headlights from the front axle. As the wheels are turned to the right or left in describing a circle the lights act automatically, turning with the wheels, thus throwing the powerful rays of light directly in the path of off the side of the course traversed as is now the usual case on cars using such lights.

### Next Automobile Show.

The first automobile show held in this country was successfully promoted, in November, 1900, by the Automobile Club

of America, with the object of supporting and encouraging the then new sport and industry of motoring in America. Since that time the automobile show under the club's auspices has each year increased in importance and magnitude.

The exhibition committee this year, in order to provide a show at a time when all automobile interests would be centered in New York, decided on the early October date, in which they were supported by the American Motor Car Manufacturers' Association and the Motor and Accessory Manufacturers, Inc., who are participants, and the club will hold its eighth annual show in the Grand Central Palace, from Thursday, October 24, to Thursday, October 31.

The Grand Central Palace, situated at the corner of Forty-third street and Lexington avenue, and occupying the entire block to Forty-fourth street, is most accessible, being easily reached by railway, subway, and surface lines. All manufacturers are invited, without qualification or restriction of membership in any organization, to exhibit their products.

An interesting balloon exhibit will be made by the Aero Club of America, as in previous years.

By special arrangements with the Grand Central Palace Company, the club has secured some 10,000 square feet more space for exhibition purposes than was available last year, which will enable exhibitors to make a better showing of their products than heretofore.

During the last part of the week Lafayette Markle, assistant sales manager for the Corbin Motor Vehicle Corporation, arrived in Washington over the road in a Type H Corbin touring car, in which he covered over 4,000 miles without a puncture. Mr. Markle while here placed the Corbin agency with the Dupont garage.

On Wednesday last A. A. Cohen with a party of friends, drove to Harpers Ferry, W. Va., in his 24-horsepower Columbia. He is still touring the country adjoining Harpers Ferry.

On last Sunday Frank P. Hall drove a party including Judge Wright, and a brother to Judge Wright, from Cincinnati, Ohio, on a pleasant and interesting excursion to Leesburg battlegrounds in his Columbia machine. Heavy roads were experienced, but the trip was without accident.

On July 2 Adolph Loehl, an amateur, with a party of seven passengers, left in his Columbia car for a trip to Hartford and through New York State. They are still touring New York State, and to date have covered more than 1,200 miles. Latest reports show successful trip with no untoward incidents.

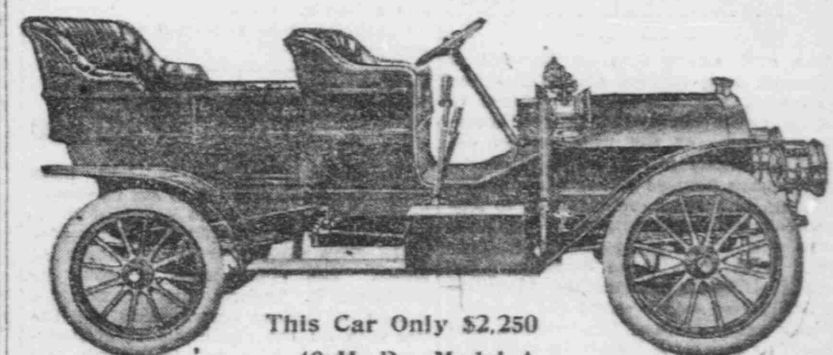
### THIRTY-FIVE CENT FINE COSTS WOMAN \$5 FINE

For stealing four head of cabbage and three onions from the truck garden at the Soldiers Home, Annie Ross, of 215 Pomeroy street, was fined \$5 in the Police Court yesterday morning. The vegetables were worth 35 cents.

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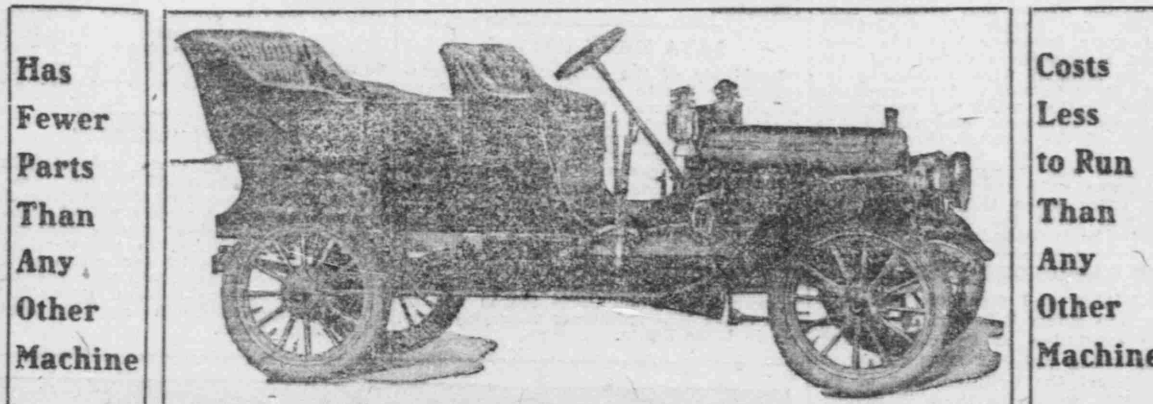
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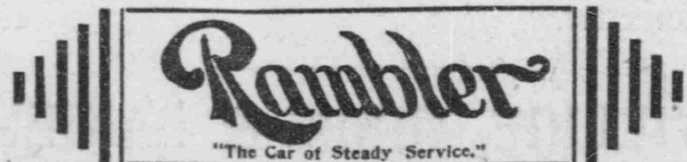
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